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Alternatives to rail

The cornerstone of our proposal is that of [High/Occupancy Toll lanes with prioritized Bus/Rapid Transit or HOT BRT](#). It proposes an elevated two- or three-lane reversible tollway from just beyond the H1/H2 merge to downtown near Pier 16. Express buses and vanpools would have priority and go free — the remaining space would be filled with motorists paying a [variable toll](#) such that it keeps the tollway full but free-flowing. HOT BRT is superior to rail because it offers a greater likelihood of a no transfer door-to-door journey.

At the Ewa end there would be [several on/off ramps starting at Pearl Ridge](#) and culminating in a single bus only lane flying over to Hotel Street and terminating in a [bus priority couplet using King Street and Beretania](#), and [underpasses at several significant congested cross streets](#) to aid in [dispersing HOT lanes traffic](#).

[The UH Congestion Study](#) compared the rail transit proposal with the HOT BRT proposal and was directed by [Dr. Panos Prevedouros](#) and his students. The study concluded that the HOT/BRT proposal would result in a 34 percent reduction in automobile and bus travel times along the Leeward Corridor from current levels versus 6 percent by rail transit.

Other alternatives not detailed in the Report are:

- [Traffic signal optimization](#) — we propose a serious effort to finally optimize our traffic light system. For the last 30 years various City Administrations have told us that they are improving the traffic signal system but little happens. It could reduce in-town traffic delays by 30 percent.
- [Ramp metering](#) — freeway capacity increases if some on-ramps control access to the freeway by using traffic signals to feed traffic in as appropriate.
- [Tele-commuting](#) — the City and State could really help boost telecommuting, which in 27 U.S. cities is a greater percentage than those using public transportation. No attempt has been made by the city or state to encourage this or develop methodologies that might allow businesses to be able to take advantage of it.
- [Reduce the current 16 percent of motorists who are uninsured](#). — Only political will is lacking to cure this problem. Legislation is needed to have the city match insured vehicles against registered vehicles to determine who is uninsured.
- [Freeway bottlenecks](#) — the flow in the H-1 freeway from Waialeale to Kahala can improve substantially by using a PM zipper lane, a lane extension at the Middle Street merge and other bottleneck removal solutions, all of which can reduce delays by about 50%.
- Speed up freeway accident clearances — The time taken to clear traffic incidents is far greater than other communities. Four and half hours to clear an accident from the freeway is unacceptable.
- Encourage alternative work and school hours — The city and state can publicize those companies offering flextime and unusual work hours such as Maui Divers factory working 7:00 AM to 3:30 PM, which cuts down on employee travel time and is therefore a significant employee benefit.
- Pavement quality — the quality of roads is so poor that at some locations causes slowdowns or accidents. Many streets in Honolulu need thorough pavement rehabilitation.

The City Administration has argued against our proposal but, as you will see, [their reasons are fallacious](#), especially [their projected cost and performance for the HOT lanes](#).